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DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

12 July 1968

Declass Review by NIMA/DOD

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The IMAGERY ANALYSIS SERVICE NOTES is a periodic publication of the DDI Imagery Analysis Service, the departmental PI organization of CIA.

This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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Note to Recipients: Imagery Analysis Service Notes was not issued for the week ending 5 July. This issue covers the period 1 - 12 July.

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[illegible]

FIGURE 1. TRACKAGE OBSERVED ON LARGE-SCALE PHOTOGRAPHY

25X1D

NORTH KOREA

Railroad Electrification and Double Tracking

25X1D Partial coverage of the North Korean rail network by large-scale [] photography makes it appear that the North Korean railroad development program has not progressed significantly since []. Although we lack recent large-scale photography of the northern and central portions of the country, those portions of the rail network which can be seen exhibit only limited additional electrification and very little double tracking. It is also clear that the North Koreans have not yet achieved the important goal of fully electrifying the line which runs down the east coast and connects with an electrified line running west to Pyongyang. 25X1D

The only observed modification to the [] North Korean electrified rail system is a 28 nautical mile (nm) segment extending from Kowon (39-26N 127-14E) northward to a village 14.5 nm south of Hamhung (39-51N 127-34E). Although a lack of good photography prevents us from determining whether the electrification extends further north to Hamhung, it is clear that the 32 nm rail segment northeast from Hamhung to Hongwon (40-01N 127-57E) has not yet been electrified. A start may now have been made on electrifying this segment, however. Small, regularly spaced holes can be seen adjacent to the roadbed for approximately one nm north of Hamhung, indicating that a catenary system may be under construction to connect Hamhung with the existing electrified rail from the north. 25X1D

Very little double tracking appears to exist in North Korea. Only six short segments totaling 33 nm can be seen on the [] coverage, and these are scattered throughout the major rail network. Of the observed double tracking, a total of 18.5 nm is electrified. 25X1D

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NORTH VIETNAM

Construction of Blast Walls Continues at Thermal Power Plants

At four of North Vietnam's eight operating thermal power plants, the construction of blast walls for protection against air attack was continuing [REDACTED] despite the bombing pause. At least seven of these plants now have blast walls, either complete or under construction.

[REDACTED] construction of blast walls was under way at the Nam Dinh, Haiphong West, Bac Giang, and Uong Bi Plants. The precise construction starting dates could not be determined.

Blast wall construction at the Thai Nguyen Plant and suspected construction at the Viet Tri Plant appears to have started prior to the bombing pause, although it was not observed in photography until [REDACTED]

Blast wall construction at the Hanoi Plant (see IAS Notes of 12 April 1968, TCS 7627/68) and the Hon Gai Plant clearly began well before the bombing pause. [REDACTED] it was complete at Hon Gai and nearly complete at Hanoi.

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GENERAL INFORMATION

IAS Reports Approved for Release
1 - 12 July

1. IAR 83090, TCS 8856/68, Vladivostok Shipyard 202, Vladivostok, USSR, [REDACTED] (TOP SECRET RUFF)

2. IAR 83091, TCS 8857/68, Vladivostok Shipyard 202, Vladivostok, USSR, [REDACTED] (TOP SECRET RUFF)

[REDACTED]

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